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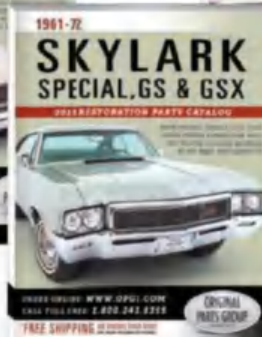
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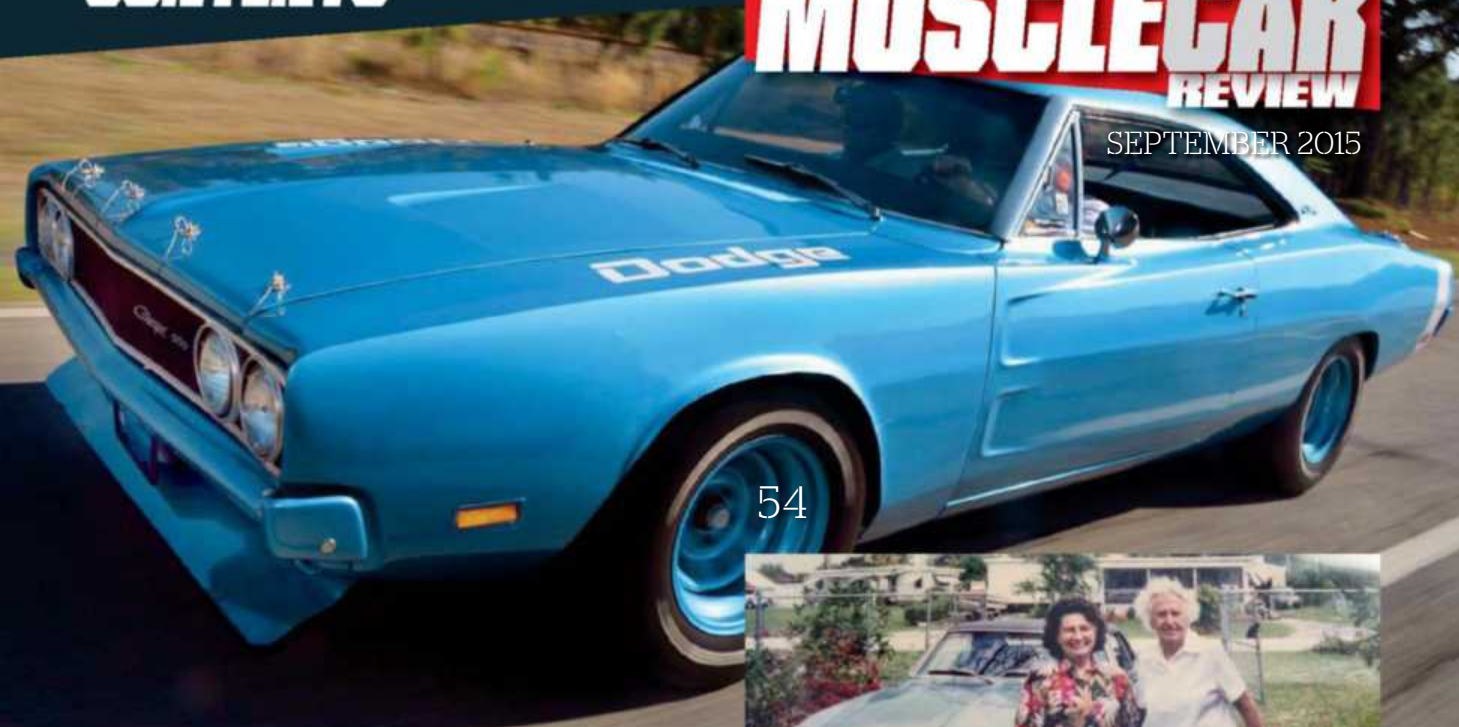


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ON THE COVER: When Jim and Doug Hunt emailed us their readers' rides, the father-son bond (not to mention their nicely done Fords) made them the perfect candidates to front this special issue. Scotty Lachenauer was dispatched to shoot the cover photo and feature, which begins on page 32.

The Elephant in the Room

■ The Silver Bullet earned its iconic status racing on the streets of Detroit. Legend or criminal?

Got an email the other day from reader John Knajdl, who grew up in the New York City area. He told me about spending “many a weekend night on Connecting Highway, Conduit Boulevard, or the Cross Island Parkway watching or doing things that now people get in big trouble for. Back then it was all an escape and for fun. To this day, Ronnie Lyles firing up that primed Mutt Bros. Hemi Dart to street race under a freeway overpass at 2 a.m. stays in the back of my mind. Our old stories are as much history as our cars. They deserve to be shared.”

John asked if we could do a story, or maybe even a series of stories, focusing on the street racing scene back in the day. He said, “Knowing your demographic, I’m sure you wouldn’t be lacking for contributors. I think the younger readers would find it fun, funny, and entertaining to read about some of the things that went on back then.”

My first reaction was an immediate no. Such a story would glorify and promote what was, and is still, an illegal activity. Several pretty grisly accidents have been widely covered in the media here in Southern California in the past few months, with drivers and spectators alike getting killed during street races.

John disagreed with my stance. “I don’t see it as promoting street racing,” he said. “My guess is your readers are an older group (I’m 60), so I would imagine they got that out of their systems. When similar magazines see it as part of automotive history, I thought you would, too.”

He has a point. It’s nearly impossible to cover the history of muscle cars without dealing with street racing in some manner. At their core, these cars weren’t basic, “point

A to point B” transportation. They were modified—by the factories, no less—to maximize their acceleration and top speed. Certainly, many of them were used in legally sanctioned competition; some were even labeled and sold as such by the manufacturers. But the sense I get is that only a small percentage of muscle cars were taken off the street to race. Most muscle car buyers of the era were just regular guys (and gals) looking for something faster than their neighbor, or their high school rival. Or maybe just the guy idling a lane over at a stoplight.

And, bingo. Street racing.

“Our old stories are as much history as our cars”

Already we view a lot of the era’s street racing through rosy, nostalgia-tinged glasses. Millions of people descend on Woodward Avenue every summer to do what? Drive in traffic now, yes, but they are commemorating the street races that took place on that storied boulevard. Jim Wangers, our beloved Godfather of the GTO, was an accomplished street racer himself. One of the most iconic muscle Mopars of all time, the Silver Bullet GTX, earned its reputation as a test bed for speed parts—on the street.

Nostalgia aside, it was a different world back then. Less crowded, certainly. Many street race venues were in unpopulated, undeveloped, or deserted areas on the fringes of cities and towns. You raced at

night to improve the odds that only other racers would be out there with you. If you were smart and safe, the local police tended to look the other way, or maybe crack down in one area, forcing racers to run elsewhere in town. Accidents happened, sure. But accidents happened on sanctioned tracks, too, proving that legal racing wasn’t immune from tragedy.

Time does tend to sand off the rough edges. The street racing in and around NYC that John remembers as “an escape and for fun” were, from what I’ve read, intense matches between full-on race cars with thousands of dollars at stake. Wangers and the other engineers from GM, Chrysler, and Ford weren’t powering down Woodward just for fun or bragging rights, either. It was all (or mostly) business, doing hands-on R&D so their respective companies could gain an edge at the track, and ultimately on the showroom floor.

Forty, fifty, even sixty years after the fact, street racing stories have become the stuff of legends. Like old war stories, they tend to mythologize the participants and downplay the danger lurking in the moment, because the stories are told by the survivors. We know it ends well for them. While I’m still hesitant to glorify crime, no matter how benign it seems today, I have to admit that Googling “Mutt Bros.” sent me down the Internet rabbit hole for a long and enjoyable time. Maybe John is on to something after all.

So send me your stories, and—better still—photos of those street warriors. Or tell me I’m irresponsible for even bringing up the subject. Let’s see who wins this race.

Drew Hardin
mcreview@sbcglobal.net

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MORE RESTORED MUSCLE CARS



I think you guys have the best mag in the hobby, but lately it seems like there are too many race cars. After all, it's called *Muscle Car Review*, not *Race Car Review* or *Drag Car Review*. Please get back to the meat and potatoes and skip the fluff. Also, more cars

with period mods are always cool. Worst of all, there was only one restored muscle car in the June issue and it's another '69 Camaro? Come on. You guys can do better than that.

Mike Concordia

Hmm. I thought since Detroit built muscle cars to go fast in a straight line, the factory lightweights featured in June would be the pinnacle of that mindset. Hardly "fluff." I'd be interested to hear how other readers feel about this.



BARN FIND FEEDBACK

Too many barn finds (Letters, June '15)? Are you kidding me? I've been reading car magazines for almost 40 years, and *MCR* is by far the best front to back. I look forward to it every month, and the barn finds are always the first pages read. Thank you very much for a wonderful magazine and do not change a thing. God bless Jerry Heasley.

Chip Peterson

MORE ON MUSCLE VS. SUPER

Regarding the letter in the June issue, the first reference of *muscle car* for what all consider a muscle car, as far as I can tell, goes to Marty Schorr, editor of *Hi-Performance Cars (Cars)* magazine in his 1966 Mercury Cyclone GT road test review, "Merc Makes the Musclegar Scene." I've enclosed a scan of that article from our Auto History Digital Documents Library.

As you know, we at the Automotive History Preservation Society are "preserving the past for the future" by digitizing and making available thousands of pages of period

"ORDINARY" OWNERS?

I thoroughly enjoy reading *MCR* each month, about all the wonderful cars from the '60s and '70s that fuel my auto passion. I have one thought I'd like you to consider. Most of the articles you print are about the elite of classic car ownership, specialty vehicles with impeccable pedigrees that have been restored by owners who have the disposable income to bring the cars to pristine condition. As the owner of a 1972 Plymouth Barracuda, which I love, I'd like to see more focus on classic muscle cars that people like me have taken on. People like me, who have a love of classic muscle cars but do not have the disposable income to create a pristine collectible car. I'd like to see cars that people have come to love and have worked on to make them nice and presentable (not concours) and which are meant for the enjoyment of driving.

I view my car as a really cool car from the era of pony cars, one that is meant for go and not show. I drive it on a regular basis, and it gets dusty, road grime, bird poop, and so on. But it never fails to elicit comments like, "Wow, what a great car!" This is what it's all about: the appreciation from the general public of the fact that I've taken the time to maintain a classic vehicle and am willing to subject it to the elements and enjoy what it was meant to do—be driven.



Please consider covering vehicles similar to mine, from ordinary owners such as myself, who have a passion for muscle/pony cars but do not have the resources or a car exclusive enough to be a collectible or trailer queen. We want to enjoy our cars as cars!

Michael Short

This month's Readers' Rides special is intended to address exactly what you're talking about: giving due to those cars that all our readers own and enjoy, not just the one-of-one, factory-special, rotisserie-restored 1 percent that get special treatment in each issue. We also run a Readers' Rides department every other month, so please keep sending us photos and information about your cars. I do think, though, that the aspirational cars still need to be the stars, as they're the dream machines we all like to fantasize about. Readers, if you think my priorities are skewed, let me know.

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Bob Gerometta
Operations Director,
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When *Cars* magazine tested the 1966 Mercury Comet Cyclone GT, the title of the article was "Merc Makes the Musclegar Scene." But the third sentence of the article says "Pontiac originated the image or supercar with its GTO...."

Phil Andretta

From informal conversations I've had with car owners, I gather that no one used the



term muscle car to describe these cars when they were new, even though auto journalists were using it. Supercar seemed to be the preferred term in print during the 1960s and '70s, but even that wasn't used often in conversation. When you were talking about your car, it was just your car, though some did say they called them their hot rod. Which opens a whole other can of worms. **MCR**

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By Drew Hardin

Historic Pony Cars in Scale

Collectors will want to act fast to snap up these limited-edition die-cast models. From the Acme Trading Company comes a 1:18 scale version of Royal Pontiac's drag-race Firebird, the opening hood revealing a highly detailed replica of Pontiac's round-port 400 V-8. Just 996 pieces will be offered, at a retail price of \$134.95. Visit acmediecast.com for more info.

The folks at Carroll Shelby Licensing are celebrating the 50th anniversary of the G.T. 350 with a 1:18 scale replica of the G.T. 350R driven by Charlie Kemp. Kemp's Shelby was considered the "winningest G.T. 350 in history," says the company. The actual car brought more than \$1 million at auction in 2014. Just 350 of these replicas



will be sold, priced at \$149.95, with a certificate of authenticity and a commemorative booklet autographed by Kemp. Log on to shelbystore.com to get yours.

Mecum's Seattle Sale Brings \$9.5 Million

This Plum Crazy 1971 Hemi Challenger RT/SE was the top seller at Dana Mecum's recent Seattle auction, fetching a selling bid of \$185,000. The car, which was restored in 2014, was described as "retaining most of its original sheetmetal" and its numbers-matching transmission. Close behind the Challenger, selling for \$165,000, was a 12,000-original-mile 1968 Ford Shelby GT500KR from the John Wickey collection.

Nearly 600 cars crossed the block during the early June auction, which logged just over \$9.5 million in total sales. Visit mecum.com for full auction results.



Rivals to the End

That's the name of a multibrand muscle car display that recently opened at America's Car Museum (ACM) in Tacoma, Washington. "At a time when America saw its highest levels of civil unrest and political turmoil, the auto industry experienced a renaissance in terms of automotive design and competition among manufacturers," said ACM President and CEO David Madeira. "To highlight this incredible time of American history, the Museum is going to display halo cars

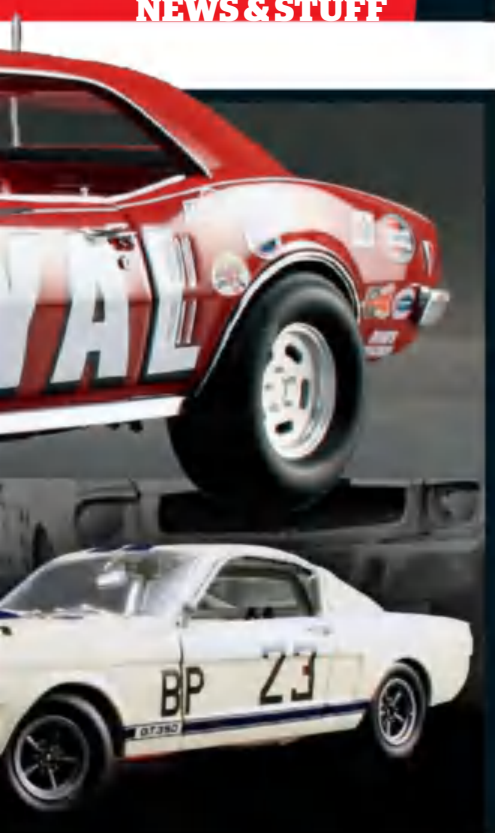
from all of the major American brands."

The 20 cars in the exhibit encompass choice examples from the era, including the 1967 Camaro seen here, a Yenko Camaro, a 1970 Dodge Charger and Challenger, a Buick GSX and 1964 Wildcat prototype, a 1966 7-Litre Galaxie, and a 1970 Torino.

The exhibit opened in July and runs through the end of the year. Go to americascarmuseum.com for more details.



NEWS & STUFF



Super Snake Returns

Shelby American is using the 2015 Mustang GT as the platform for a new Shelby Super Snake supercar. Shelby's upgrades to the GT include Ford Performance suspension components, a Borla exhaust, Weld Racing Super Snake 20-inch wheels, Michelin Pilot Super Sport tires, six-piston Wilwood front brakes, a carbon-fiber hood, a larger rear spoiler, and other aero pieces. For the first time the Super Snake mods can be made to a GT with either a manual or automatic transmission. Among the options available for the car are a Kenne Bell supercharger and an upgraded intercooler and heat exchanger system, all designed to produce more than 750 hp on pump gas. Just 300 of the 2015 Super Snakes will be built, with pricing starting at \$49,995 (not including the price of the Mustang GT).

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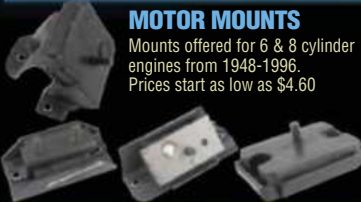
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47-98 Tailgate Assy. starting at \$79.95

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NPD now offers every scoop used on the Trans Am & offers mounting hardware. 70-76, 77 low profile design, 78-79 400 or 403, 80-81 305 with side notch, most scoops are \$139.95



67-81 FIREBIRD SHEET METAL

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At over 25 lbs the Durafin Heavy Canton Flannel custom fit cover is not what you'd call an everyday cover. The material is an extra-heavy ivy gold cotton flannel, with an extremely effective protector-ant called Durafin, which coats the outer layer of the cover to create a water-resistant yet breathable home for your classic. The Good Part your paint sees nothing of the Durafin all that touches the surface is soft, 100% tufted cotton. 55-57 Thunderbird T-940-1A \$289.95. NPD also supplies Durafin covers for all vehicles featured in this ad.

ORIGINAL STYLE MIRROR

Replace pitted chrome or broken mirrors with these high quality reproductions.



48-52 \$44.25 66-79 \$33.50 80-89 \$69.95 92-96 \$24.44



NPD is proud to introduce its exclusive, all-new-tooling, original-quality Dash Pad for 70-78 Camaros. From stitching detail, to sheen, to texture, to fit of pad and all related components, this Dash Pad delivers show-quality results.

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64-72 Small & Big block kits



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Replace old cracked and faded steering wheel with these reproduction wheels for 47-72.



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1 - Hood Bird 50" x 57"
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Available for 64-72 GTO 2-1/2" and 3" starting at \$74.95

Mustang

1965
THROUGH
1973

MUSTANG

1978
THROUGH
1993

Thunderbird

1955
THROUGH
1957

F-SERIES
TRUCK & BRONCO

1948
THROUGH
1996

Camaro

1967
THROUGH
1981

Chevelle
EL CAMINO
& MALIBU

1964
THROUGH
1967

CHEVROLET
C/K-1/2 TON TRUCK

1947
THROUGH
1996

Firebird

1967
THROUGH
1981

**TEMPEST
LEMANS
GTO**

1964
THROUGH
1972



“What’s that Hurst shifter go to?” Andy Elliott from Peterbor-

ough, Ontario, was buying a vintage snowmobile from Al Stager in Waterloo, Ontario. “My 1969 W-31 Oldsmobile.”

Still in the hands of its original owner, the Olds wasn’t for sale, tucked away in a one-car garage separate from the house. The engine was apart with the block resting in the trunk. The Olds was last tagged in 1976, dormant for almost 40 years, an appreciating asset totally hidden from hobbyists who crave crazy Oldsmobile W-machines.

Andy kept in touch. Whenever the rare W-31 did become available, perhaps he or a friend could buy it.

“The Olds was last tagged in 1976, dormant for almost 40 years”

Finally the Stagers told Andy they were ready to sell this super-rare two-door post W-31. Andy reached out to Ryan Weaver in Elora, Ontario, on the Supercar Registry (yenko.net). He knew Ryan had been hunting his dream muscle car, a 1969 two-door post SS396 Chevelle, and felt that this Olds with amazing local history could be the perfect car for him.

“I really love two-door post cars, but I like them with the trim on the post,” explains Ryan. “Mostly they are always just painted. I love them with the trim.”

This Olds was one of 106 Cutlass S sport coupes made with the W-31 option in 1969. Nobody knows the number of two-door post W-31s that came with B-90 code aluminum trim, but this one did.

W-31 is a big deal, featuring ram air scoops below the front bumper and a high-output 350. Yet Ryan seemed even more fascinated with the two-door post with B-90 trim.

Ryan says, “B-90 was an option you could order on a post car. If you didn’t order it, it would have a painted post the same color as the car.”

When the Stagers decided they might sell their W-31, Ryan made an appointment. He only lived 20 minutes away. As Ryan puts it, he found Al’s W-31 “hidden amongst canoes and lawn stuff, the Oldsmobile on wooden blocks, engine in the trunk, parts hanging on the wall, parts in boxes, parts inside the car, parts all around the garage. Almost every original part was somewhere in the garage, and Al took great care to make sure I left with everything.”

The Olds was “100 percent opposite” of what Ryan was looking for—an Olds instead of a Chevelle, and a project instead of a restored car. But once Ryan met the Stagers and heard the story of Al ordering the car brand new, he realized he had found a gem.

“Al told me he wanted a sleeper and asked the dealer to delete the hood stripes. Part of the W-31 package is hood stripes. They could not delete the stripes, so he picked black stripes to fade into the dark green.”

Al also did not want the gauge package that added a small tachometer in the right clock pod. Yet as soon as Al got his W-31, he installed a Dixco hood tachometer, which detracted from the sleeper appearance.

Ryan inspected the Oldsmobile inside and out. The engine was in the trunk because about five years ago Al’s daughter, a schoolteacher, set up the car as a high school shop project. Unfortunately the program came to an abrupt end before the Oldsmobile could be completed.



■ Al Stager, the original owner, still had his 1969 Oldsmobile W-31 in his garage in Canada. This car was built in Lansing, as all W-machines were, and then shipped new to Canada.

■ Al kept the original parts, including the ram air system. Scoops mount below the bumper and ram air through the hoses to the dual-snorkel air cleaner assembly.

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RARE FINDS

MORE THAN JUST A CAR

Ryan realized he had discovered a complete, one-owner W-31, rust free except for a tiny spot at the bottom of the passenger-side rear quarter.

"They only drove it one year during all four seasons," says Ryan. "And then the

next four to five years they only drove it in the summer."

Ryan made a list of pros and cons to help himself decide whether to buy the car, as he was concerned about starting a project. Another buyer was still in the running for the car.



■ With the Olds loaded on the trailer, both families posed for this photo. From left to right in back are Lynn and Al Stager, Ryan Weaver, and Ryan's brother Adam. In the front row on the far right are Al and Lynn's daughter and granddaughter.



■ Al Stager (left) and Ryan Weaver have become good friends. The Stagers saved tons of paperwork (in the blue folder), including the dealer bill of sale, warranty card, owner's manual, Protect-O-Plate, and certificate of mechanical fitness, plus ownership and insurance slips.



"We were talking about buying the car at dinner that night, and my son Jamie—he's 12—said, 'Oh, Dad, I can help you restore it.' That kind of melted my wife's heart."

Ryan phoned Al's wife Lynn, "because she was kind of the alpha in the car sale," and explained to her that his family had this chat and his son had expressed an interest to do some father-son work on the car. Ryan put in his offer.

He says, "I don't know for a fact, but I think the other buyer offered a little more money. They decided we were the right people to have the car, so they sold the car to us. They wanted to meet Jamie and know all about him. We've become friends. It's a lot more fun than just a car." **MC**

Do you have a **RARE FIND** story to share? Contact Jerry Heasley at jerry@jerryheasley.com.



■ This picture shows the warranty replacement W-31 block in the trunk. The original engine failed in the first year of ownership.

**"My son said,
'Oh, Dad, I
can help you
restore it.'
That kind of
melted my
wife's heart"**

■ The interior is in very good condition. The Dixco tachometer is visible through the windshield on the raised hood.

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Brooklyn, MI • June 20-21

Charlotte Motor Speedway
Concord, NC • July 25-26

Pikes Peak Int'l Raceway
Fountain, CO • August 8-9

Read America
Elkhart Lake, WI • August 28-30

Auto Club Speedway
Fontana, CA • October 10-11

Optima Ultimate Street Car Invitational
Las Vegas, NV • November 8-9



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SPECTRA



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There was a seismic shift in the automotive landscape in April 1964. The Barracuda, and then the Mustang, went on sale that spring, creating a whole new niche of sporty personal cars. That the cars in the niche would ultimately be called pony cars and not, well, fishy cars is testament to the Mustang's runaway sales success. Barracuda may have been first out of the gate (hatchery?), but Mustang won the race by a mile, and then some.

In October 1964, Petersen Publishing photographers Bob D'Olive and Pat Brollier accompa-

nied *Motor Trend's* road test editors as they put a 1965 Mustang 2+2 and Barracuda through their paces at Riverside Raceway. The shot of the two cars together leads us to believe the story was intended to be a comparison test; instead, the January 1965 *Motor Trend* had separate stories on the 'Stang and 'Cuda, plus a report on the issue's cover car, the Corvair Corsa.

Both the Mustang and Barracuda were equipped with the day's highest performance options. The Mustang was a K-code car, with a 271hp 289, a four-speed, and 3.89 rearend gears—much like the Mustang

being offered in the 2015 Dream Giveaway (see page 50).

"Our test car was a pure, all-out performance Mustang aimed right smack at the man who drives hard and fast and demands the utmost in performance, with comfort a secondary consideration," wrote *Motor Trend* Assistant Tech Editor Bob McVay.

Under the Barracuda's hood was the 235hp 273 V-8, also backed by a four-speed (with a Hurst shifter) and 3.55 gears with Sure Grip out back.

"A quick look at the options list shows that ours was built for the performance enthusiast,"

said McVay of the Plymouth. "If it were our own personal car, we'd add disc brakes and power steering (for the quicker 3.5 turns) plus possibly belted-tread tires for a better road grip."

At Riverside the quarter-mile acceleration figures were very close, with the Mustang's 15.9-second/89-mph run edging out the Barracuda's 16.1/87 mph. The Barracuda must have been a top-end charger, though, as the Mustang made the 0-60 sprint almost a half-second faster, 7.6 seconds versus 8.0.

Interesting, too, was the cost difference between them. Base prices were within just a few dol-




lars of each other: \$2,589 for the Mustang, \$2,571 for the Barracuda. But the Mustang's options—the Hi Po engine, four-speed, front disc brakes, heavy-duty suspension, Rally Pac, radio, heater, console, whitewalls, and seatbelts—pushed the as-tested price to \$3,695.50. The Barracuda's Commando V-8, four-speed with Hurst linkage, Sure Grip diff, heavy-duty suspension, power brakes, radio, and whitewalls brought the as-tested price to \$3,344.40. In 1965 that \$350 difference was meaningful.

"On the race track or on the highway, the Mustang equipped for high performance proved

a safe, controllable car for fast driving," said McVay. "It was a real driver's car, a great fun car, and a very safe one. This is Ford's idea of Total Performance, and we like it."

He was equally generous with his praise for the Plymouth. "We were impressed with this sportiest of Barracudas. Long on performance, handling, and utility, it offers the family man a package that should be darn near impossible to resist."

Ford sold more than 518,000 Mustangs in 1965. Plymouth moved not quite 64,600 Barracudas. And the pony car die was cast. 



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Readers' Rides

Your Cars,
Your Stories

Compiled by Drew Hardin

We try to find cars for every issue of *MCR* that aren't "just another pretty face," but have an interesting story to tell. An immaculate restoration is a beautiful thing. So is a pristine, low-mileage original car. But it's the history behind the car

that lets us connect with it on a level deeper than just the sum of its steel, rubber, and vinyl parts.

The best sources for these kinds of stories are you, our readers. Jim and Doug Hunt, owners of the Starliner and Maverick on this month's cover, aren't wealthy collectors

or big-name members of the aftermarket industry. They're *MCR* readers, just like you. Which is why we thought they would represent the other reader cars and backstories well in this month's cover section.

If your car's not here, it could be. We run a Readers' Rides

department in every other issue of the magazine, so we're constantly looking for cars to share. You can send your car's history and a few photos (high resolution, please) to mcreview@sbcglobal.net or to Readers' Rides, *Muscle Car Review*, 831 S. Douglas St., El Segundo, CA 90245.

Clint Whitmer 1970 Ford XL

While a combat medic in Viet Nam, I had written letters home discussing the car I was going to buy upon my return. In the fall of 1969, I returned from Chu Lai after one year overseas. Dad and I went to the local Ford dealer in Wolf Point, Montana, where we had purchased our family Ford pickups and Mercury cars. The 1970 models were just out. Dad wanted a sedan, but I wanted the XL fastback. Since my siblings were mostly in college and/or married, Dad relented. I wanted a 390 motor, but Dad said that was too much power. I accepted the 351 with two-barrel carburetor. This probably saved my life, as I drove the XL very fast (it had a 105-mph top speed), and a more powerful motor would have given the car more top speed.



I added an eight-track player with speakers in the rear window. I took it to college, cruised there and Wolf Point, before sending it to the next owner. I have also owned a 1969 Ford XL, which I repaired and sold, and a roller 1970 XL, which had donated its engine to oval track modified racing.

Three years ago, after deciding that I wanted a driver XL, I located a 1970 XL on Craigslist. I rode the train to buy it and drove it home on a winter's day. It was sold as a 428 CJ with aluminum intake, flow-through exhaust, a C6 transmission, and traction bars on 15-inch Cragars fitted with Goodyear raised-white-letter radials. The blue color is the original color of my first XL. It's rusty, but it's a driver, and I enjoy various hot rod runs and car shows.



**"It's rusty,
but it's a driver"**

HJ Schroeder 1969 Camaro



My story starts way before I was born. In September 1969, Viola Schroeder, my grandmother, was driving a big heavy 1960 Olds. Along comes a beautiful Camaro that catches her eye. She tells her son Harry (my father), "I like this car and need an upgrade."

Now, Viola was frugal with her money and didn't want to spend a lot on the vehicle. Harry, on the other hand, was an only child and an avid hot rodder. He was hoping to talk her into a Z/28 but hit a road block: My grandmother shot down the car due to its manual transmission. She wanted a six-cylinder model, with A/C as the only option she'd spring for. They started back-and-forth conversations, with my dad trying to get the SS package or the RS package. But all he could talk her into was the 350/250hp V-8 option with the two-barrel carb. With Positraction, the Turbo Hydramatic transmission, power disc brakes, vinyl roof, style trim group, rear defroster, pushbutton radio, wheel covers, and a console, the bill of sale shows the price at \$3,693.39.

She spent the next decade enjoying the rare Azure Blue Camaro, finally residing in West Palm Beach, Florida, in 1974. I was born in 1977 and soon became the twinkle in her eye. During that time, my father enjoyed the car, too, drag racing at the National Motor Speedway in Long Island, and running through fields hunting.

As I grew, I would save my allowance for visits to Florida, where I would wash and wax the Camaro, take care of it as if it were my own. It was her daily driver; and it was still all original and in very good shape, with only 84,000 miles, when my grandmother passed away in 1999 and willed the car to me. Being a teenager, with girls on my mind rather than the car, it stayed in Florida as a vehicle for when we visited, which didn't happen often. As I became an adult, I kept telling my wife I

wanted to bring the car up, but there was just no time.

About three years ago, my close friend, Martin LaGrande, and I flew down to bring the car back to New York. What we found was horrible. The driveway was overgrown, the garage doors nearly covered with trees. When we were finally able to get into the garage, we found, under a tarp and a hole in the garage roof, a moldy, rusty 1969 Camaro. I was shocked to see what was left of what I once remembered. I was so upset about what I had let happen to the car.

After bringing the car back, Martin power-washed the entire car, getting a lot of rust and buildup off. My father and I replaced the spark plugs, fuel pump, and gas tank, and blew out the fuel lines. She started right up! We then did what we could in stripping the interior and putting on new shocks, new brakes, and bushings, and powdercoating the A-frames and front

springs to drive her around the block.

A couple years ago, I met Henry Pagliocca, my wife's uncle's best childhood friend [and co-owner of the 1977 Z28 featured in "Third Time's the Charm," May 2015. —Ed.]. We met at a summer party as he was showing photos of a 1967 Camaro convertible he just finished restoring. He told me, "When you are ready, I know the right people to do your car, and I can help you so you do not make the same mistakes I made." That summer, Henry introduced me to Nick of Unique Performance in Medford, New York. We showed him pictures and eventually brought the car to him for a full restoration.

In speaking to Nick about what to do with the car, I told him I didn't like the hubcaps and the single exhaust—they had to go! I also always loved the hideaway lights of the RS package. The car is an original X11 body style, which was what the RS/SS package cars were made of. We kept the interior, paint color, vinyl top, and engine compartment original.

In May 2014, the car was finally ready to be picked up. What a beauty! I wrote to my grandmother on Facebook, "Thank you, Grandma, for my beautiful car! I know it's been 15-18 years since we last saw each other and you drove your baby, but I hope you are looking down from above and like how I have restored her. Thank you for keeping her throughout the years for your grandson and never selling, despite the hundreds of offers. I love you and miss you!"

There is a huge car cruise by my house at the Bellmore train station, where hundreds of cars gather on Friday nights. We were finally able to drive there in a car worthy of being in the parking lot. The first night, we had three offers to sell the car. My response was, "My grandmother saved this car for me for 30 years, and I am saving it for her!"



George Tutundjian 1971 'Cudas & 2007 Super Bee

I have been into muscle cars since way before I could drive. I was born in the early 1960s, and by the time I could drive in the late 1970s there really wasn't much to choose from in a new muscle car. Used muscle cars were the way to go. They were affordable and plentiful. I have had a lot of flavors from Ford, Chevy, AMC, and Mopar.

Since my dad was a Dodge fan and mechanic, I leaned more towards Dodge and Plymouth. I guess it's in my blood. A lot of cars came and went, all muscle. I have always loved the 1970-1974 E-Bodies (Barracuda and Challenger), but my favorite is the 1970-1971 'Cuda—all thanks to the TV show *Mannix* starring Mike Connors driving a 1970 convertible 'Cuda, and *Nash Bridges* starring Don Johnson in a 1971 convertible 'Cuda.

The curious yellow 1971 340 'Cuda was the car I had out of high school. I was the second registered owner. I found and bought it back in 2006 in the exact condition I had sold it in (with one repaint): original drivetrain, vinyl top, and interior. I still have all of the docu-



mentation on the car: two build sheets, window sticker, punch cards, original registration, temporary California plates, and touchup paint. The car has 29 factory options, putting the sticker price to \$5,111.70. The base price for this car was \$3,134.

The orange 1971 convertible 'Cuda is the car I bought from a close friend in the

early 1990s to fill the huge void I had after the regret of selling the old one and not being able to buy it back. It was originally a small-block. I added some of the options that the yellow car had and the 440+6 with Shaker hood.

The 2007 Super Bee is my daily driver. I told you it is in my blood!

Gary Kowalski 1979 Corvette

I had a 1957 Chevy when I was in high school, then military service, a 340 Dart, a Challenger, then marriage intervened. I always liked Corvettes, so when I retired I looked for something to keep me busy and found my 1979 Vette with 48,000-plus miles on it.

I discovered paperwork in the glovebox that led me to some of the previous owners. A woman named Martha was the first. She purchased it from the Hamilton (Michigan) Farm Bureau. It was a solid base model 350/TH350 that had a few mods on it. I added custom wheels and upgraded the suspension, 700R4, and engine (Edelbrock, Dart, Mallory, McJacks). I did the usual paint, carpets, and seats. I didn't do it all at once and enlisted pros when needed, but I followed my plan and made it my own. We put about 3,000 miles a year on it



cruising and going to shows, where we've met a lot of nice people. The C3 is one of the best-looking Vettes ever made, and I

love cruising and showing it. My mantra now is, "Do it before it's too late." Make those memories now.

Richard Flather 1972 Camaro Z28

I recently finished restoring my Camaro. I bought it in 2005 and drove it for a short period so that my kids could experience it before I took it apart, as I knew they would be out of college and on their way before I finished it. This is what happened. My daughter has never seen it completed, but still asks me when she is going to get "her car."

There is almost no original metal on the car except for the roof, hood, trunk lid, and rocker panels, though most of the "new" panels are from boneyards, not reproduction pieces. Since it is not the original engine, I built it as a day-two car. My Z28 has a 1970 LT1 350, though it has the numbers-matching intake and Holley carburetor. The original M21 four-speed and 3.73 Posi are also still in it. It has a vintage Hurst competition shifter, ceramic headers, and a Pypes 2½-inch stainless exhaust.

Other than the machine work on the engine, and paint, I did everything else in my garage with the approval of a very understanding wife! Now I need to decide if I want to sell it and restore something else, or keep it and restore a vintage motorcycle.



Gabe Cozza 1968 Chevelle SS396



This is my fully restored 1968 Chevelle SS396. From the ground up, no expense was spared. A frame-off restoration of the engine, transmission, differential, and interior was done by a restoration shop here on Long Island, New York, while I did almost everything else. The process took more than three years and was finished in December 2012.

Since completion it has won Best in Show at three car shows and People's Choice in another two. The car is a great looker, but there's nothing like cruising down by the beach on a Sunday afternoon. It's like a drive back in time.

This is an exact reproduction of the 396 I owned 35 years ago, except for an extra 300 hp. It's great to drive. Nothing like feeling 20 years old again! The Matador Red and Tuxedo Black paint with the black vinyl top give it a great look, along with the custom-made 9-inch wide redline tires.

The engine is a 454ci LS6 bored 0.030 over to 461ci, making 557 hp at 5,900 rpm and 550 lb-ft of torque at 4,500 rpm, dyno tested, balanced, and blueprinted by B&B Machine. Comp Cams 595 lift 250 degrees duration, solid lifter cam. Comp roller rockers and pushrods. Melling oil pump. Moroso oil pan. Edelbrock RPM intake. Holley HP1000. Hooker stainless steel headers. Pypes stainless steel exhaust, 2½-inch out the back (sounds great). The four-bolt LS6



block has LS6 forged pistons with 11.25 compression, LS6 dimpled steel rods, an LS6 forged steel crank, and 291 heads with rectangular ports. The NOS 150-shot (for more than 700 hp) is remotely controlled from the center console; the tank is mounted in the trunk.

The LS6 engine in the car is an icon, only produced in 1970 and was rated at 450 hp from the factory. That's why I kept it. I could have sold it for a fortune and purchased a numbers-matching 396 engine, but the icon and an extra 200 hp seemed a better way to go.

The transmission is a M22W modified with a custom gear ratio from Auto Gear

Inc. M22 Super Case with 2.56 First, 1.91 Second, 1.48 Third, and 1.00 Fourth gears. Tranny was built to handle the 700 hp. Differential is a 12-bolt GM with Eaton Posi and 3.73 ratio.

The entire interior is new: seat covers, door panels, carpets, fully Dynomatted floor, AM/FM/MP3 stereo, buckets, console, original Hurst Competition Plus shifter, full Auto Meter gauges. All new brakes and suspension, Bilstein shocks, boxed rear arms, all urethane bushings, rear sway bar, stainless steel fuel tank . . . The list goes on and on. Everything was either rebuilt or replaced, even the blower motor. Everything works. It's like a new car.



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Gwyn Wright 1968 Camaro & 1967 4-4-2

I loved my first car, a dark blue 1968 Camaro SS with a 327 and four-speed. I drove it during the last two years of high school and had a ball. Then life reared its ugly head and I had to sell her when I went to college. That broke my heart; I thought I would never have another one.

Fast-forward 30-plus years, and fate steps in, stars align, and things change. My husband, Dale, and I went to a local car show where we saw a 1968 Camaro RS for sale. My heart melted when I first saw it. I almost cried when we walked away, feeling certain it would sell quickly. Sure enough, it did—to Dale, as a surprise for me. It wasn't long before the RS was parked in our driveway, reuniting me 30 years later with my first love.

In my eyes she is perfect. From the Le Mans blue paint down to the Rally wheels, I could not ask for more. The distinctive double-hump heads give away the 327 under the hood. It isn't entirely stock, as it has 325 hp instead of the 275 from the factory. The M21 is the icing on the cake. This car is exactly what I wanted but never thought I would own again. The RS package? Well, that made the deal even sweeter. I love the hideaway headlights and other goodies.

This Camaro is a hybrid of sorts, mostly stock but with some modifications. The hood, technically, is a 1967 Camaro hood, even though they did use them on the early 1968 models. (Mine was built after the time period the hoods were used.) It is not a numbers-matching car, but no matter, as I wanted a driver. The RS stripe was added after our purchase to stay true to the RS options. We added the Rally Pack gauges set in the console as well as the tick-tock tach in the dash. My husband

jokes with me about turning her into an SS, but she came off the line as an RS, and that is what she will remain.

My husband's car is a 1967 Oldsmobile 4-4-2. He sort of fell into this one as he was originally searching for a 1967 Chevelle SS. After searching for what seemed like a lifetime, he ran across the 4-4-2 and kept going back to it every time he searched for Chevelles. I finally told him to just buy it; have someone take a look at it (it was located in Maryland), and see if it was road ready or determine if he needed to keep looking. As it turned out, it was everything



he wanted and more. The 4-4-2 is not numbers matching, nor was it an original four-speed car (albeit period correct), but again, in our eyes she is perfect. The console was added after we bought the car as well as the tach, but again, all are period correct. There is a 350-horse, 400ci engine under the hood backed by a M21 transmission. Dale had a gentleman here in Huntsville rework the radio to keep the original case but enjoy FM and his iPod.

Both "girls" are driven regularly, as that was the intention when we bought them. Garage queens they are not. We love to drive these cars. Dale and I attend several local shows each season and have a wonderful time talking cars and helping out charitable organizations or those in need.

Joe Maggio Yenko Deuce & 1970 Charger



I thought I would send you pics of two of my cars. The Yenko I have owned since 1982. It has the original sales slip that matches the first owner on the original title. I also have all the original titles since new. I am the third owner of this piece of automotive history. I took it to bare metal and it only had one repaint. One of the titles was signed by Dona Mae Mims. It

has its original motor, the LT1, with a 4:10 rear. This Deuce has been featured in a number of magazines, yours being one of them. It is a joy to be the caretaker of this vehicle.

The Charger is a V-code (Six Pack) car, and a number of title searches and talks with previous owners revealed a sordid past. One owner from California related

how he drag raced this car on weekends, but not on the track. He had so many tickets a judge made him sell the car or go to jail. It has the 440 Six Pack with Pistol Grip and Super Track Pack.

The build sheet calls for a green vinyl top and green horizontal stripe with the blackout and engine callout on the hood. It is fun to drive and a pleasure to own.



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Will Rithaler 1968 Firebird**“Every nut and bolt has been replaced on the car”**

This is a 1968 Firebird I built completely, minus upholstery and paint, for my father-in-law, Dennis Neels, over the past four to five years. This was a complete frame-off rotisserie restoration. I intended it to be just a slightly modified build, but as we got into it, one panel and part at a time, it started going in a completely different direction. Every nut and bolt has been replaced on the car, and every panel has been modified in some way to make it go with the rest of the car.

The dash and console are handmade from steel, with Stewart Warner gauges, Vintage Air heat and A/C, a JVC stereo with a 7-inch screen, Alpine component speakers, and two 1,500-watt 10-inch subwoofers in a custom-built trunk enclosure. Battery is an Optima RedTop mounted in the trunk. Sound deadener throughout. The seats, door panels, and armrest were upholstered by Fifth Ave. Upholstery in Chilliwack, British Columbia.

The front bumper was completely

customized to accept 2010 Challenger headlights and custom-made billet grilles. The top of the bumper was notched and the hood extended into it, allowing the bumper to be sucked up tight to the fenders and streamlining the look of the front end. The hood cowl was custom-fabricated from steel, and gills were added to the sides to match the quarter panels. The brand-new fenders were modified at the front to line up nicely with the bumper and also extended at the windshield/pillar to close the gap where the windshield molding was. The cowl was extended also to match the fenders.

A custom windshield and back glass were ground to fit the openings without having a molding around it. The drip rails were shaved to streamline the look. The mirrors were handmade from steel. Early 2000s Impala door handles were grafted into the doors. The quarter-panel side lights were shaved, and the bottoms of the new quarter-panels were notched to allow

the full stainless exhaust to exit nicely out the side. The rear panel was modified to allow a round billet gas door. The bodylines were altered to go along with the 1969 Camaro rear bumper shape. The license plate pocket now goes into the body rather than sticking out. Every body gap was made completely uniform with steel, not filler. Sprayed at my work by coworker Dennis Schmidt in Ferrari colors.

The crate GM 383 stroker claims around 450 hp and has aluminum heads, roller rockers, long tube headers, and FAST XFi 2.0 multiport fuel injection. It's backed by a Tremec TKO five-speed transmission. Chassis mods include a Wilwood hydraulic clutch, a custom-built GM 10-bolt limited-slip rearend, Wilwood Dynalite disc brakes, line lock, Flaming River power rack-and-pinion steering, Heidts tubular control arms, QA1 adjustable coilovers, and Hotchkis rear lowering springs. The Firebird rolls on custom-ordered Foose wheels and Kumho rubber, 18 inches front and 19 rear. **MCI**



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“It was Jim’s love of all things fast and furious that put Doug under the spell of the muscle car movement”

Hunting Down Some Classics



Father and Son Bond Over Blue Oval Muscle

By Scotty Lachenauer

The classic car hobby has rooted itself deeply in many a family tree. Passed down from generation to generation like Dad's big ears or Mom's deep blue eyes, the love of hot rodding, horsepower, and fast times has been emphatically shared between many a parent and offspring over the years. It's probably the main reason why the hobby has survived for so long, and the reason why it will still be here when present practitioners of the pastime have passed on.

Brand loyalty in the automotive market is typically strong among family lines as well. Love of Pentastar, Bow Tie, or Blue Oval products is a trait shared among generations, as youngsters often remember good times in that sweet Ford that Dad had, or maybe that killer Chevy that Grandpa drove on sum-

mer vacations. The memory plucks at their heartstrings and becomes a key ingredient in deciding their brand when the time comes. There's a sort of security with staying within the parameters of things you know, as well as with sharing in the love of similar vehicular possessions owned or once owned by people you admire.

Jim and Doug Hunt are a father-son duo entrenched in the car hobby, both sharing in their love of the muscle cars of the 1960s and '70s. It was Jim's love of all things fast and furious that put Doug under the spell of the muscle car movement as a child, also sharing his love for all things Ford with his wide-eyed son. He steered young Doug into the Ford direction when it came down to the choice of his first car.



■ The Grabber was Ford's answer to the compact rivals built overseas. By putting some power in the engine bay of this "import fighter," Ford created a sporty ride that made for a good choice for people looking for a bit of performance in a smaller package.

The Grabber

When Doug was old enough to get his driver's license, father Jim helped him secure his first car, a cool Grabber Maverick. Built with a stout 302, the compact was powerful enough for a youngster with a lust for muscle cars but still practical enough to be a daily ride for a newly christened driver. Dad and son worked on the car together and bonded over that American-built muscle, just like thousands of other father-child duos had done before them.

Saying Doug loved that little Ford would be an understatement, as the two bonded out on the blacktop. Unfortunately, like most first cars, that Maverick got away from the owner, after the two spent a

couple of great years together. But the memory never left Doug, and he vowed one day to search down another cool Grabber to make his own. Since the Maverick was America's most popular compact in 1972, there were quite a few examples on the road back then. Question was, however, how many of the Grabbers survived after 40 years of wear and tear?

In 2006, Doug started his search for a Grabber for sale. After a brief quest, he found his future Ford on the Net, residing in Baton Rouge, Louisiana. The sweet '72 sold for the reasonable sum of \$5,000, which was a great deal in the eyes of its new owner. It was found to be a complete car and definitely a good starting point for a full restoration. It was a numbers

matching example, still blessed with all the key parts that made this Maverick a true Grabber.

The Grabber package for 1972 mainly consisted of a 143hp (net) two-barrel version of the 302, a rear spoiler, graphics, and dual dome hood scoops. The model was produced from mid-1970 through 1975, though the V-8 was not introduced until 1971, when the Grabber became a stand-alone model, not just an option package. Only a little more than 800 were made with the V-8 and A/C like Doug's.

During its restoration, the owner found the OE bench seat interior to be in excellent shape and worth saving. Doug had the paint and body work done by Kizer Auto Body in Lake Ariel, Pennsylvania. They

AT A GLANCE

1972 MAVERICK GRABBER

Owned by: Doug Hunt

Restored by: Owner, Auto Krafters, Kizer Auto Body

Engine: 302ci/210hp V-8

Transmission: C4 3-speed automatic

Rear end: 8-inch Ford with 3.00 gears

Interior: Black vinyl bench seat

Wheels: 14-inch stock steel with stock covers

Tires: D70 whitewall

Special parts: Twin-scoop hood, rear spoiler, disc brakes, center console, deluxe steering wheel, graphics package

■ The 302 two-barrel motor squeaked out 143 (net) hp in 1972. The numbers were down from 210 (gross) hp in 1971, due to a slight decrease in compression and a change from gross to net horsepower ratings. Neither number is huge compared to the cars in muscle's heyday, but the 302 helped the lightweight Maverick move out.



“Only a little more than 800 were made with the V-8 and A/C”



■ One cool option that Doug did find for his Grabber was this rare underdash console.



■ Doug kept his Maverick stock, opting for its OE wheels and hubcaps.

■ The Grabber was a no-frills compact with a basic grade bench seat and few power options. The original interior in Doug's Maverick was in such good shape it needed little work.



■ When he was 16, Doug's first car was a Maverick Grabber, and he liked it so much he went looking for another one when he got older. He scored a numbers-matching, mostly original car that was a great starting point for a full restoration.

sprayed on a fresh skin of the original Inverness Green Poly and Wimbledon White paint, and then laid out the appropriate graphics kit on the car. A big shout-out also goes to Auto Krafters for help getting the necessities done on this beautiful compact muscle car.

The 302 powerplant was in great shape and needed just a freshening up. A new carb and a set of valve covers were installed on the engine, and a MagnaFlow dual exhaust was added, an upgrade that also sounded the muscular tone that the owner insisted on. To boot, Doug's early-build car has a 1971 engine, which sported the higher 9:1 compression and 210hp (gross) output.

Doug also sourced some new old stock parts for the build, as well as some rare pieces like the underdash console. Lights and emblems are some of the N.O.S. treasures that he found on his quest. A fresh windshield and rebuilt front end now grace the car, and the owner upgraded the braking system, adding four-piston disc brakes to this hot rod recipe. With the necessary work completed, the Grabber was ready to pounce again, and Doug made sure he got it out of the garage and onto the street, so he could relive those memories of long ago.

“For bling, stainless steel rocker moldings and fender skirts were added”



■ Jim Hunt, too, went looking for a car from his youth when he sought out this Starliner. The model was produced in 1960 and 1961 only and was replaced by the Galaxie 500 in 1962.

The Starliner

Doug's dad Jim has been a car guy his whole life, and he's been a fan of the Starliner model for more than half a century. His first run-in with the sleek Ford was back in 1963. You see, Jim just couldn't teach his wife how to drive the stick in their 1958 Ford four-door Custom, so it looked like the standard-shift car had to go. The only automatic trans ride he could afford at the local used car lot was a 292ci 1961 Starliner in Cambridge Blue, which had an asking price of \$1,800. Jim thought it was a reasonable sum to pay for such a classy ride, especially in the condition it was in.

Jim fell in love with the big Ford, as the fullsize ride was a joy out on the open road. However, the couple's frequent thoughts of downsizing their ride became a reality

two years later, when Jim traded in the big luxury cruiser for Ford's compact 1965 Falcon.

Over the years Jim kept thinking of that Starliner. When Doug purchased the Maverick and needed to score parts, the father-son team headed to the Ford Nationals in Carlisle to check out the scene and do some shopping for the Grabber. There, Jim spied a trio of Starliners and was again bitten by the performance bug. Once they were back home, Doug went on the Net to hunt down a muscle ride for his dad. After a short search, a car was located on eBay that fit Jim's criteria.

Jim's new ride turned out to be a 1961 Starliner born with the rare Z-code 390 engine, the Thunderbird Special V-8 rated at 300 hp from the factory. On closer

examination, Jim found that most of the engine components were original, except for the heads, which had a 1967 build date code. He also discovered that the car originally came with air conditioning, though over the years it had been removed, which didn't bother him much. He also found that all the tinted glass was original to the car.

Since Jim has owned the Starliner, it has had some important modifications done. First off, the Cruise-O-Matic had to go. In true rodder fashion, the automatic was pulled, and a C6 three-speed trans and cooler were installed by Delta Transmissions in Smithtown, New York. The engine had been detailed in the wrong color as well, so Jim sourced the correct black and gold paint and brought the big-block back to its birthday appearance. A set of shorty

AT A GLANCE

1961 STARLINER

Owned by: Jim Hunt

Restored by: Owner

Engine: 390ci/300hp V-8

Transmission: C6 3-speed automatic

Rear end: Ford 9-inch with 3.56 gears

Interior: Original black and white vinyl and cloth bench seat

Wheels: 14-inch steel with stock wheel covers

Tires: 205/75R14 BFGoodrich

Special parts: 1-inch sway bar, power brakes, stainless rocker molding, skirts, front disc brakes

■ New for 1961, the Starliner had three 390ci powerplants to choose from, with the most potent pushing out 375 hp. A 3x2 induction system was available as a dealer- or buyer-installed kit and pushed the 390's output to 401 hp. Jim's Starliner has the Thunderbird 390 rated at 300 hp.





■ As Doug did with his Maverick, Jim brought his Starliner's wheels and tires back to a more stock appearance, ditching the aftermarket rims it came with and putting back on the steel wheels and the original issue wheel covers it was born with.

■ A bank of aftermarket gauges keeps tabs on the 'Liner's 390.



FE cast-iron headers completed the look and gave Jim the exhaust tone that he wanted.


The speedometer was also shot, so an N.O.S. piece was found. The brakes had been changed over the years to late 1960s 11-inch discs, so Jim updated them to power brakes and obtained the correct disc setup from Dearborn Classic. A new gas tank was sourced. A high-efficiency, three-row radiator replaced the original unit because the Starliner tended to run warm in the summer. To guarantee smooth, cool sailing, Jim also installed a FlowKooler high-volume water pump, fan shroud, and 15-inch electric fan. This more than guaranteed proper temps, even in summer traffic.

Jim also went back to the original steel wheels and wheel covers, adding 1½-inch

wheel spacers so the steelies could clear the new disc brakes. The PerTronix ignition was on the car when he purchased it, so he kept it in action. Jim installed new KYB gas shocks up front and air shocks in the rear. For bling, stainless steel rocker moldings and fender skirts were added to the Starliner. And Jim searched for three years to find a new back window for the car, as it's a one-year-only piece.

Precision Products rebuilt the power steering system because time had taken its toll. Same with the starter and alternator; both were returned to their former OE glory. The rear trim panel and light housings also were reconditioned using a decal kit. A repaint was done in the original Raven Black approximately 14 years ago, and it still looks sweet.

■ Catering to the early 1960s luxury crowd, the Starliner is packed to the gills with options and is stocked with typical creature comforts found in upscale rides.

Since they both own cars that are near and dear to their hot rod hearts, the Hunts are enjoying the fruits of their labors where it counts: on the street! These cars are often seen traveling the byways of mid Long Island, hitting the many local car shows and cruise nights that the area has to offer. The boys take them out often and drive the way they were meant to be driven. 

■ Though Jim sold his first Starliner back in the mid 1960s for a compact Falcon, he always had a soft spot for the fullsize Ford ride. Now he owns one like it, but with a more powerful engine and choice upgrades.





Part 11: Trim Repair

BASKET CASE CHEVELLE

By Mark Ehlen Photos by Mark Ehlen & Patrick Hill

It has been quite the road trip following our 1970 Chevelle SS basket case as it went from a large pile of parts back to like-new and even beyond. In this last tech story before we wrap up the project with a full feature story, we're going to take you through the process of restoring and reinstalling the trim.

Trim for this era of muscle car is made from either stainless steel or clearcoated aluminum. Both can be brought back from the kind of damage that you might not think possible (by an expert), but stainless is by far easier to work with. It is much

more malleable than aluminum, which can work-harden and become brittle quickly. Aluminum is also more sensitive to the heat generated during polishing. Since our Chevelle trim is all stainless steel, that's what we will focus on here.

Muscle Car Restorations, the Chippewa

Falls, Wisconsin, shop handling the project, sent the Chevelle trim off to Extreme Metal Works in Debary, Florida, where owner Skip Humenik has been bringing shiny parts back to life for more than 30 years. Generally the process is in two steps. The first is to physically restore the part to its

“The work is much like massaging a body panel but with a lot more patience and finesse”

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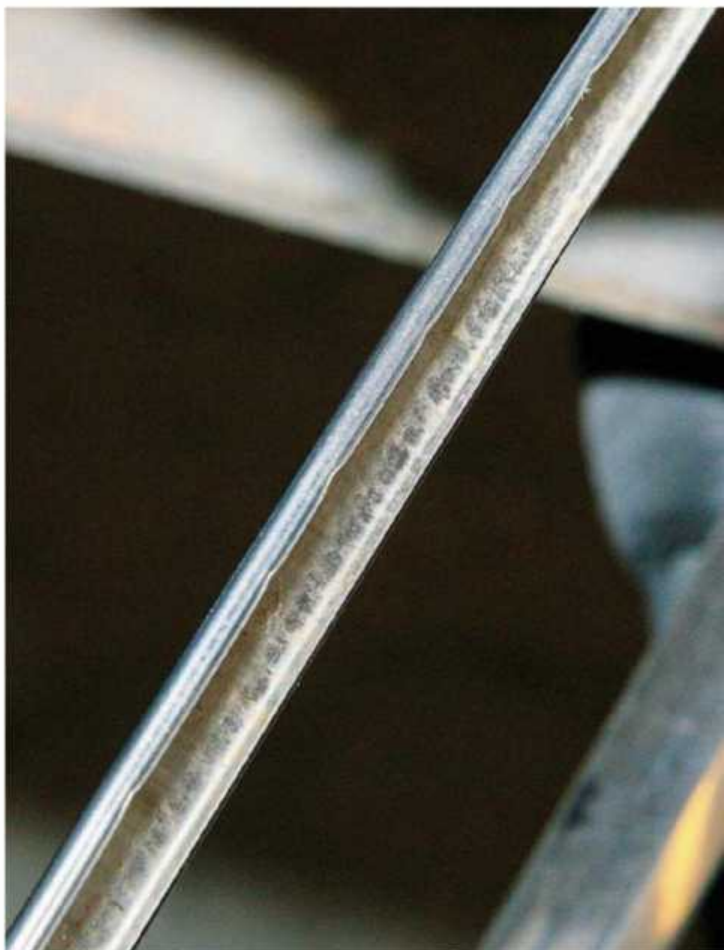
1 Even though something damaged this badly can be restored to useable condition, Skip Humenik of Extreme Metal Works often recommends attempting to find something better to work with.



2 This part is not from our Chevelle, but it is a glaring example of how much damage can be done by not using the right tools to remove the trim.



3 Our Chevelle's trim was in fairly typical condition, with some minor dents and the usual scuffs and shallow scratches, some of which undoubtedly occurred from being stuffed in a box and moved around with other parts. Trim can be a little delicate when it's off the car, so take steps to avoid adding damage.



4 Damage from improper trim removal usually looks like this. The back side edges have a bunch of these little puckers caused by using the wrong tool and technique. This is often just another part of the basket case experience.



5 Using a body hammer and a small anvil, Humenik starts the repair by tapping out all the dents in each piece. This is sort of like working a body panel but on a much smaller scale and with much more delicate material. The goal is to move the metal back into place with as few taps as possible and without going too far. It is also critical that the material not be stretched or distorted in any way.



6 Once the piece is back to its original shape, Humenik often uses a medium (red) Scotch-Brite pad on a variable speed grinder to remove the scratches and any hammer marks. It is critical that the pad be in constant motion to avoid creating a hot spot that could deform the metal. This is then followed by 220-grit paper on a DA to remove any grinding marks.

original shape. This could include welding, grinding, or hammer-on-anvil work that's much like massaging a body panel but with a lot more patience and finesse. Since there can't be any body filler to finish the job, the final work must be very nearly perfect before polishing can begin.

Polishing is the finish step. While some material will have to be removed to bring back a mirror finish, it has to be kept to an absolute minimum. Pretty much the only thing that can be left behind to polish out are the very small hammer marks that reshaped the surface. Any more than that and the integrity of the part will be at risk.

A common problem that Humenik routinely encounters is trim that has been improperly removed. This causes the inside edges to be bent and the back of the trim to take on a sort of wavy pattern. Use the correct tools to remove your trim, and call Extreme Metal Works if you have to so he can advise how to safely remove it. Don't be the guy who adds more damage to the parts than is already there. Also use caution storing, packing, and shipping the trim, especially the longer parts. It doesn't take much to kink them when they are off the car.



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7 The first polishing step is done on a flap wheel with a 400-grit polish at 3,600 rpm. It's very important to go light and really watch for heat buildup by keeping the part in constant motion. Overheating stainless causes it to change color, to a tan or brown hue. That discoloration can be removed with buffing, but it will take more time. Overheating aluminum can ruin the part.

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8 Buffing starts on a 3,600-rpm cotton wheel with a special stainless compound. (No, Humenik won't reveal this secret.) When all of the polishing lines are removed, common white compound is used to bring the piece to a full mirror finish.





9 Windex is used to remove the residual compound. At this point the trim could literally be scratched with a fingernail, so Humenik strongly cautions against using a polish that contains any grit. Plain wax is all that is needed to protect the shine.

“Don’t be the guy who adds more damage to the parts than is already there”



10 It is very important that the window trim be ready to mount with the windshield and back window. The trim needs to be installed at the same time as the glass to ensure that it lies flat while the glass can still be adjusted if necessary.

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11 The finished trim truly has a mirror finish and is likely much nicer than when new.



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“The finished trim truly has a mirror finish”



12 Muscle Car Restorations prefers to use new emblems when available. Restoring the old ones simply isn't cost effective. This Chevelle emblem is held in place by a combination of barrel clips and speed nuts.

SOURCES

Extreme Metal Works
330/550-3638
exmetalworks.com

Muscle Car Restorations
715/834-2223
musclecarrestorations.com

13 Painting will likely cause some paint buildup in the emblem mounting holes, so it may be necessary to run a drill through them to clean them out. Try to enlarge the holes that will be receiving the barrel clips so that the clips by themselves snap in a bit loose. Placing the clips on the emblem pins will expand them enough so that they will then snap tight in the hole and firmly hold the part in place. Be sure to touch up any bare metal in each hole with some epoxy primer the night before. **MCR**



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Big-Block Thunder in San Marino

Muscle Class Grows at SoCal Concours

By Drew Hardin

The show field at a concours d'elegance is typically filled with stately classic American and European cars from the first half of the 20th century—Duesenbergs, Bugattis, Cadillacs, Rolls-Royces, Packards, Hispano-Suizas, and the like. But at one Southern California concours the entry list is a little livelier, more varied. Yes, you'll find all those heavyweight Classics at the San Marino Motor Classic (SMMC), held in June near Pasadena. But the field is also open to late-model sports cars, hot rods, Volkswagens, woodies, and, yes, muscle cars.

For the past couple of years, two local car enthusiasts, Joe Salvo and Paul Ginsburg, have been working to build the SMMC's American Muscle Cars class into something very special. They spend nearly a year seeking the area's most interesting muscle, concentrating on big-block cars for maximum impact on the rolling lawns of San Marino's Lacy Park. This year the class grew to 16 cars—so many entries, in fact, that they had to break the class in two for judging purposes: GM and non-GM makes. Adding to the class's interest factor: Four of the 16 were original-owner cars.

Those of you who like playing the "If I could take one car home, which would it be?" game would be hard-pressed to pick just one, as you'll see here.

■ This 1966 Buick Gran Sport was bought new by Gary and Vallerie Hicks for \$4,191.39. It was used for years as the family car, though Hicks did spend a few Wednesday nights at the Orange County International Raceway dragstrip, where the 401 nailhead/four-speed muscle car ran low 14s at more than 100 mph. He knew Pop Kennedy (who went on to cofound Kenne Bell) and still has handwritten letters from the Buick speed guru about how to make his car run faster. Hicks took the car off the road in 2000, and in 2011 began a two-year, frame-off restoration. He still drives it occasionally, but realizes that "if I got hit, I'd be screwed. There are just no parts available for Buicks."



■ Tim Munyer was another original owner at the SMMC, his Tahoe Turquoise 1967 Chevelle SS396 showing 38,700 original miles. He drove the car for just two years after buying it new and then parked it, with 17,000 miles on the clock, at his parent's house. "I worked for Ford at the time, and they didn't like me driving it to work, so I drove my Mustang," he explained. Some 35 years later, his parents bugged him to take it back. The car remains a work in progress but has a cool mix of resto and original pieces. "I know some of the parts are pitted," Munyer says, pointing at dashboard controls, "but they're still nice, and they're a part of the car's history."



■ "I bought it July 27, 1968, right out of high school, with help from my father," says Doug Moshy about his Omaha Orange Road Runner. "I raced the crap out of it. It was so fast." Moshy says all he had to do to the car during the racing years was "change tires and clutches." He parked the car for 30 years in his backyard while raising his family, then had Phil LaChapelle perform a rotisserie restoration. The resto was completed on the 40th anniversary of his buying the car, and Moshy took his dad for the Runner's maiden voyage, just before his father passed away. The SMMC judges voted this Mopar Second among the non-GM cars in the class.



**"These things
were meant
to be driven"**



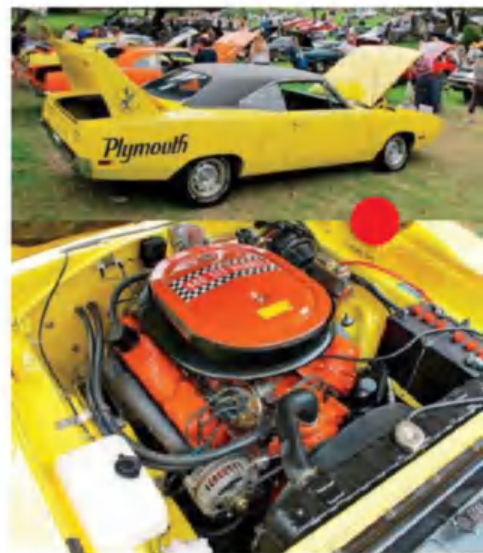


■ Barry Troup picked up his brand-new Tri-power/four-speed GTO in June 1965, so he was celebrating 50 years of ownership at the SMMC. “I would have bought a ’64, but we had babies in ’63, ’64, and ’66,” he says. It was his daily driver until 1986, when it received its only repaint, in acrylic lacquer. The interior is still original, except for the carpet and upholstery on the driver’s seat. Now Troup says it’s an “occasional driver,” and by that he means he has done things like swap the 3.55s for 3.08s to drive it to the GTO Nationals in Denver and Wichita. He also took it to the local Pontiac Drag Days, where he both raced and showed the car. His prowess with the four-speed gave GTO Godfather Jim Wangers heart palpitations, says Troup. “He told me, ‘That car is too original to be driven like that!’”



■ We first saw John Rosengrant’s beautiful 1968½ 428 CJ Mustang at MCACN, where it was parked next to Kenn Funk’s equally stunning black-and-gold Cougar. At SMMC we had a chance to talk to John about the car, which he got from Kenn. “He bought it 20 or 25 years ago, and it had just been sitting in his shop. I always wanted it and bought it from him.” The car was ordered as a race car from the factory: Cobra Jet engine, four-speed, 4.30 gears. It’s also one of five with black paint and a Gold Nugget interior. Jim Ellsworth performed the rotisserie restoration on the 56,000-mile car. “Those were tough miles,” admits Rosengrant. “The engine was blown, but it has the original rearend and transmission.” The SMMC judges gave John First Place among the non-GM muscle cars in the class.

■ Jay Baker has owned his 440 Six Pack/four-speed Superbird for some 15 years. He said it was in “decent” shape when he bought it; after the body went through a rotisserie restoration, a new Legendary interior was put in, and Baker did some major detailing work under the hood, the car is miles above “decent” these days. The driveline is all matching numbers, and the package tray is original. “You can’t get those,” says Baker.





■ Class organizer Joe Salvo (far right) watches as the concours judges give his 1970 Chevelle SS396 the once-over. Salvo's car was featured on our cover in 2007, and since then he has been working hard to get all the details just right on his Super Sport. At this show the judges deemed him Second in class; it will be interesting to see how the MCAACN judges rate the car when he takes it to Chicago in November.

"If I got hit, I'd be screwed. There are just no parts available for Buicks."



■ First Place among the GM makes in the SMMC's American Muscle Car class was Stephen Fusci's GSX, another Phil LaChapelle restoration. He says the matching-numbers, 56,000-mile GSX is just one of three that came from the factory with white paint, a four-speed, a floor console, and an ultrarare, between-the-seats consolette. Even as a dealer demo, the car commanded a spendy \$5,581.98 back in 1970.



■ Dan Bishop's daughter, Stephanie, made the hour-long drive behind the wheel of Bishop's triple-black, four-speed, low-mile LS6 Chevelle from their home in Riverside to the SMMC. "These things were meant to be driven," he says. "If the show is an hour or two away, we'll drive there." That's brave, considering the 28,000-mile Chevelle is all original except for a 1990s repaint. The triple-black combination is rare enough that Bishop has been invited to be a part of the LS6 Invitational Display at MCAACN this year. ■





Making Dreams Come True

By Patrick Hill

Photos courtesy of Dream Giveaway Group

The Cars Behind the Dream Giveaway

No doubt you've seen the ads, in this and other magazines, offering you a chance to win a pair of highly desirable muscle cars—one vintage, one modern—for the low price of a drawing ticket. Ever wondered what that was all about?

DG Group, the company that licenses Dream Giveaway promotions, was founded in 2007 to provide funding to legitimate charities through a love for cars that the group's founder and CEO, Mark Breiner, has had all his life.

"We were able to build a company focused on my passion for automobiles and at the same time help thousands of deserving people," Breiner tells us. "Our mission is to market exciting and meaningful programs providing needed resources to a variety of charitable organizations. We will accomplish this in a financially sound way, maintaining the highest standard of business ethics while helping to achieve the long-term objectives of our employees, partners, and society at large."

What sets a Dream Giveaway promotion apart from other similar programs? According to Breiner, the Dream Giveaway promotions "are drawings, not raffles or lotteries, promoted nationally that feature automotive prize packages." The DG Group buys the cars used for the promotions, and every Dream Giveaway is licensed to a 501(c)3 charity.

"All donations to enter go directly to the charity and are tax-deductible to the fullest extent of

the law," adds Breiner. "For 2015, the sponsor charity is New Beginning Children's Homes, a provider of long-term foster care to deserving children, with additional grants being provided to Mothers Against Drunk Driving, Disabled American Veterans, Smile Network International, National Guard Educational Foundation, Detroit Rescue Mission, and Honor Flight. Since 2008, Dream Giveaway promotions have provided more than \$10 million in net revenue to more than a dozen charities."

Two of the giveaways this year involve Corvettes and Mustangs. One pairs a classic, 435hp, Tri-power 1967 Corvette coupe with a brand-new 2015 Corvette Stingray Z06, quite possibly the baddest, most tire-scorching Corvette in history. On the other side of the spectrum, Blue Oval fans have a chance to win a pair of pony cars: a numbers-matching, 1965 K-Code 2+2 Mustang fast-back and a new 2015 Mustang GT 50 Year Limited Edition coupe.



"Promotions have provided more than \$10 million to more than a dozen charities"

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#BecauseRoadkill **RK**



The Mustang

“This 2+2 is a numbers matching, K-code equipped car”

For vintage Mustang enthusiasts, one of the Holy Grail cars that doesn't have the Shelby name on it is the 1965 K-Code 2+2 fastback. These cars were the basis for Shelby's first G.T. 350s, the muscled-up ponies that would start a series of Shelby modified performance cars and help make the Mustang one of the most iconic muscle cars of the golden age.

This 2+2 is a numbers-matching, K-code-equipped car covered in its factory color of Wimbledon White. The original drivetrain pairs the 271hp Hi-Po 289 with a Top Loader four-speed. Inside are Rally Pac gauges, a full-length console, and a 140-mph speedometer. The interior was originally red but was changed to black to better match its 2015

Mustang counterpart in the Mustang Dream Giveaway.

The Mustang's last owner, Kenton Jundt of North Dakota, purchased the car in 2011. At that time the original red interior was still in the car, but the previous owner had repainted the exterior in factory red. Being a 40-year paint and body man, Kenton took the Mustang apart as soon as he got it home to respray it in the original white. The previous owner had already restored and rebuilt the drivetrain and mechanicals, and the body was very straight and clean, minus a couple of small dings and coin-sized rust spots, which Kenton repaired. After a few years of driving and enjoying the car, he let it go to pursue a new project.



■ Mustang K-code fastbacks were the cars Carroll Shelby transformed into G.T. 350s. This one is well optioned and has been returned to its original Wimbledon White after wearing red paint for a time.

■ Originally red, the Mustang's interior was changed to black to better match the interior of the 2015 Mustang that will be given away with it.

■ The Mustang still has its born-with drivetrain: 271hp Hi-Po 289 coupled to a Top Loader four-speed. The engine bay has been detailed to show level.

“The original Muncie four-speed was still in place”



The Vette

The vintage Corvette came to the organization via Steve McWhirter. He purchased the C2 from its second owner in Saginaw, Michigan. Steve had been on the hunt for a factory Rally Red, big-block 1967 model when he came across this car. The seller had bought the car in 1975 from a used car dealer in Saginaw. At the time the original engine had been replaced with a 1968-vintage 427 long-block, but the original Muncie four-speed was still in place, as were numerous other things, including the interior.

The car had some previous body repairs done after minor accidents, along with the usual wear and tear. But the interior was in immaculate condition save for the carpet. Steve blew the car completely apart and set out on a full, factory-correct restoration. He even hunted down the correct bolts to hold the air cleaner assembly

to the Tri-power carb setup. The body was stripped and fully repaired. Because the car spent its life in the salty north, the frame received some necessary rust repairs as well.

With the goal of having the car judged at an NCRS event, Steve made sure all aspects of the car were correct, since he knew the non-original engine would cost him points. He even had the body painted in factory style lacquer, with all the typical factory-style overspray and production style post-paint prep. The motor, trans, and suspension were all refreshed. Along the way he realized the car was an original 435hp C2, due to its having the F41 suspension option, which was fitted only to 435hp cars in the 1967 model year. So Steve had no qualms about installing a correctly date coded Tri-power setup on top of the 427. **NCR**



■ The Dream Car Giveaway Corvette is a three-owner 1967 big-block car that was restored to a level suitable for NCRS judging.

■ The Vette's original engine has been gone for years, but this 427 is built on a 1968-vintage long-block, has the correct Tri-power induction, and is mated to the car's original Muncie four-speed.

■ Manual steering, manual brakes, no air conditioning—this is a Vette built for speed.

For a Diamond

**Al Blake
Bought a New
Charger 500
Instead of
a Ring, but He
Kept the Girl—
and the Car!**

By Geoff Stunkard
Photos by Geoff and Joel Stunkard



Bob McCurry was the racing boss at Dodge, a man noted for being most interested in simply getting things done. McCurry's best-known quote was, "The name of the game is 'Win,'" and it was from such a mantra that the Charger 500 came into being.

The dramatic styling of the 1968 Charger was acclaimed by the press. The model sold more than 90,000 examples. However, the deep grille and inset "flying buttress" rear window were not much help on the NASCAR speedways, where the car should have been most at home from initial appearances. Air got trapped in the grille area, and subsequent wind tunnel testing proved the worst: Wind over the roof into the rear window caused air to come straight up, resulting in severe lift and tense cornering moments for even the he-man drivers of that Grand National era.

When the 1969 street model was released, the only real change was a grille divider and different marker and tail lights. However, with the slick new Torinos and Cyclones proving their worth on the superspeedways, McCurry had sent his aero stylists to the drawing board for a redesign to win. The result was the aptly named Charger 500, created for victory at places like Daytona, and the fact that NASCAR required 500 units be built for homologation, or race legality (though most reports put the actual number built at fewer than 400).

The changes for the special model were made only to R/T ver-

sions of the Charger, meaning power options were the standard 440 and optional 426 Hemi. The 1968 Coronet grille was adapted to the front of the car, eliminating the headlamp covers and creating a flush surface. The rear window was moved up and set flush into the rear opening, with a plug added to fill in the gap opened between the lower part of the window and the decklid opening. This work was subcontracted out to a company called Creative Industries.

As it turned out, Ford was also on the drawing board and cleaned up its models with special changes marketed under the names Cyclone Spoiler II and Torino Talladega, named for a track in Alabama that had not yet opened. The Fords won Daytona, McCurry called in his guys and told them, "Win!" and the result was the winged Charger Daytona, which would win that first race at Talladega in late 1969.

Al Blake wasn't paying much attention, as he was preoccupied with a more pressing situation at that time. He was armed to the teeth in Southeast Asia, upholding the cause of freedom for Uncle Sam. When he came back, his girlfriend Donna had really hoped he would be getting her a wedding ring. He went back to work and was planning to trade in his 1966 Olds 4-4-2 for a new 1970 Charger. Based on price, he instead scored a 6,000-mile dealer demo 1969 Charger 500, using the ring money as his down payment.

"I brought my girlfriend by to see the car, and to say she wasn't pleased was an understatement," says Al. "That's why the front plate 43 years later says 'Her Diamond.' The car was daily transportation then, and I did all the things a young guy would do, including a few 140-mph runs on a new four-lane road with half-worn-out F70-14 Firestones."

The car was stolen in 1974, and didn't run so well after that, so it ended up parked behind the barn for a decade. Al's deal with Donna was he would sell the car when she sold her horses. Well, neither happened. In 1984, Al began doing a restoration at home, finding out at that time that his 500 was a pretty unique car. He

"I didn't know what a 500 was, but I knew it didn't look like other Chargers and I thought I got screwed. It was when I was restoring it I found out where the car fit in Chrysler history."



■ We want to give special thanks to Steve Earwood and the crew at Rockingham Motor Speedway for giving us a chance to shoot the car in its environment. This angle of the car shows off its aerodynamic rear window treatment, necessary to keep the car on the track at speed.



■ Back in the 1980s, Al restored his Charger 500 to stock, recovering the original bucket seats in the process. The NASCAR-style modifications came in the late 1990s.

■ Among the NASCAR-themed day-two mods Al made were the addition of a Hurst Stock Car shift lever and auxiliary gauges.



AT A GLANCE

1969 CHARGER 500

Owned by: Al and Donna Blake, Wake Forest, NC

Restored by: Owner

Engine: 440ci/375hp V-8

Transmission: A833 4-speed manual

Rear end: Dana 60 with 3.54 gears and Sure Grip

Interior: Blue vinyl bucket seat

Wheels: 15x10 NASCAR wheels

Tires: P275/60R15 Goodyear Eagle ST

Special parts: Hurst Stock Car shifter and gauges, front air dam

restored it back to stock, with only the long-block and front seat covers getting farmed out. He has been a body and paint man most of his career, and the car was painted on Memorial Day weekend 1996; it was finished later that year.

So, why is it modified now? In July 1997, driving home from Carlisle's All-Chrysler Nationals where the car had just been awarded a Best B-Body award by the Winged Warriors Club, somebody hit them and really tore up the front end. Nursing it home, Al knew the car was rare and would need to go back to stock someday, but he chose at this point to make it more Stock,

as in Stock Car. He added a homemade front spoiler, trimmed the front fender lips to allow a set of wide NASCAR-type steel wheels, even added an early 1960s Hurst Stock Car shifter handle and gauges. The result is a very cool rendition of a day-two modified.

We were at the Mopar show at Rockingham, North Carolina, when we saw Al and Donna's ride. We knew there was a story. Still together all these years later (and she did get that ring), the car and couple had memories to spare about the car and its history. Mr. McCurry, I think we have a winner. **MCA**



■ Standard powerplant aboard the Charger 500 was the 375-horse Magnum 440. Although Al did some youthful horsing around with the car, it retains its born-with motor.



■ Donna and Al Blake are still enjoying the heck out of their Charger 500, 45 years after driving it off the showroom floor.

PAST LIVES



■ This is how Al and Donna's Charger 500 looked in 1997 when Al restored it to stock.



■ Real NASCAR 15x10 wheels add to the Charger 500's Stock Car vibe.



■ Al used the money he saved for a wedding ring to put down on the Charger back in 1970. Remarkably, Donna still married him, and the car has earned this nickname.

■ A month after that photo was taken, while the couple was driving back from Carlisle's All-Chrysler Nationals, the car was in an accident. Instead of returning it to stock condition once again, Al decided to take the Charger 500 back to its NASCAR roots.

“To say she wasn’t pleased was an understatement”



NEW PRODUCTS

■ Holley Tri-Power

Holley has developed a new Tri-power induction system for small-block Chevy V-8s. The system uses a Weiand dual-plane, medium-rise intake manifold as its base, to which are added a 350-cfm center carburetor (with electric choke) and two 325-cfm outboard carbs. Cruising and other light-throttle applications use the center carb only; mash the gas pedal and you get 1,000 cfm at wide-open throttle. The carbs come in either a dichromate or shiny finish, and the system also includes steel fuel lines, progressive throttle linkage, and reusable air filters with chrome housings. Information: Holley, holley.com.



■ D.U.I. Nailhead Distributor

Performance Distributors now offers a Davis Unified Ignition distributor for Buick nailhead engines. The company has calibrated the distributor's advance curve for instant throttle response and max power through the rev range, while minimizing the chances of detonation. Two versions are available. The Street/Strip version fires at engine speeds up to 7,000 rpm, while the Racing version goes all the way to 10,000 rpm. Information: Performance Distributors, 901/396-5782, performancedistributors.com.



■ Not Your Average Wash Bucket

The Golden Shine wash bucket from California Car Cover has a secret inside. A Grit Guard system traps dirt at the bottom of the bucket instead of allowing it to stick to a wash pad and scuff your car's paint. The kit shown here makes the bucket even more convenient by pairing it with a dolly with locking casters. Information: California Car Cover, calcarcover.com.



■ Plymouth Panels

Auto Metal Direct has new sheetmetal stampings: quarter-panels, inner and outer wheel houses, and more for 1963-1965 Plymouth B-Body cars. The company stamps the panels out of heavy-gauge steel on its own tools to ensure a proper fit. Information: Auto Metal Direct, 866/591-8309, autometaldirect.com.

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The advertisement features a collection of spotwelding tools on a light gray background. At the top left is the **Enforcer™ Spotweld Drill**, a black and silver tool with a red handle. Below it is a **Solid Carbide Spotweld Cutters**, a long, tapered metal tool. To the right of the Enforcer is a **Spotweld Cutter Kits**, which includes a black plastic case containing several small metal cutters. Above the kits is a **Premium Spotweld Cutter Kit**, a black plastic case with a white label. To the right of the kits is a **Premium Spotweld Cutter**, a large, black, heavy-duty tool. A yellow work glove is visible in the top right corner. A black sign with yellow text that reads **BORON BEWARE** is placed near the Enforcer. The **Blair™** logo is in the bottom left corner. The company name **Blair Equipment Co.** and location **Swartz Creek, MI** are in the bottom center. The website **www.blairequipment.com** and phone number **800-426-7818** are in the bottom right.

Enforcer™ Spotweld Drill

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Solid Carbide Spotweld Cutters

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Premium Spotweld Cutter

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The advertisement is for **HOT ROD POWERFEST**, presented by **PERFORMANCE VEHICLES • PARTS • RACING**. It features a red and blue background with a checkered flag design. The event is held in **LAS VEGAS, NV** on **SEPTEMBER 26 & 27** and in **DARLINGTON, SC** on **OCTOBER 3 & 4**. The event includes **SPECIAL HEADLINE MUSIC PERFORMANCES**, **MEET FREIBURGER AND FINNEGAN OF ROADKILL**, **CRUISE IN FROM SOUTHERN CALIFORNIA WITH THE EDITORS**, **MUCH MORE!**, **SPEED STOP CHALLENGE**, **LAP DARLINGTON RACEWAY**, **MIDNIGHT DRAGS OCTOBER 2 AT DARLINGTON DRAGWAY**, and **MUCH MORE!**. The event is open to **CARS • MUSIC • SPEED PARTS • ACTION**. The website **HOTROD.COM/EVENTS/POWER-FEST/** is listed at the bottom. Four performance cars are shown at the bottom: a blue classic convertible, a red sports car, a yellow sports car, and a black classic car. A **WELCOME TO Fabulous LAS VEGAS NEVADA** sign is on the left, and a **DARLINGTON RACEWAY** sign is on the right.

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MUCH MORE!

HOTROD.COM/EVENTS/POWER-FEST/

NEW PRODUCTS



■ Hemi Dual-Quad Intake

Edelbrock has just released a new single-plane, Air Gap intake manifold for Gen II (1964-1971 426-572ci) Hemis. Designed to operate best in the 2,500-6,000 rpm range, the manifold has a dual square-bore, 4150-style carburetor pad designed for use with Edelbrock carburetors. Carburetor spacing and height are the same as for the Mopar Performance dual-quad carbs, making it a direct bolt-on to all vehicles with a Shaker hood. They also retain the same carburetor linkage location from the factory. Information: Edelbrock, edelbrock.com.



■ Quick-Change Crimper

You probably already have a crimping tool in your roll-away, but chances are it's not like this new one from PerTronix, which includes a quick-release interchangeable die set. Unlike with most crimpers, no tools are required to change the die sets. The five different die sets will handle the most common automotive terminals, including insulated and uninsulated terminals, D-Sub terminals, open barrel terminals, and spark plug wire terminals. The sets are packaged in a blow-molded plastic case to keep the tool and die sets together. Information: PerTronix, 909/599-5955, pertronix.com.

■ Catch Bar

Does this happen to you? You hit a bump driving your Mopar muscle car, and the glovebox door pops open because the spring-loaded catch bar is either broken or missing. Tony's Mopar Parts is now reproducing these behind-the-scenes dashboard heroes for 1968-1969 B-Body Mopars, and you can have one for just 20 bucks. Information: Tony's Parts, 302/398-0821, tonysparts.com.

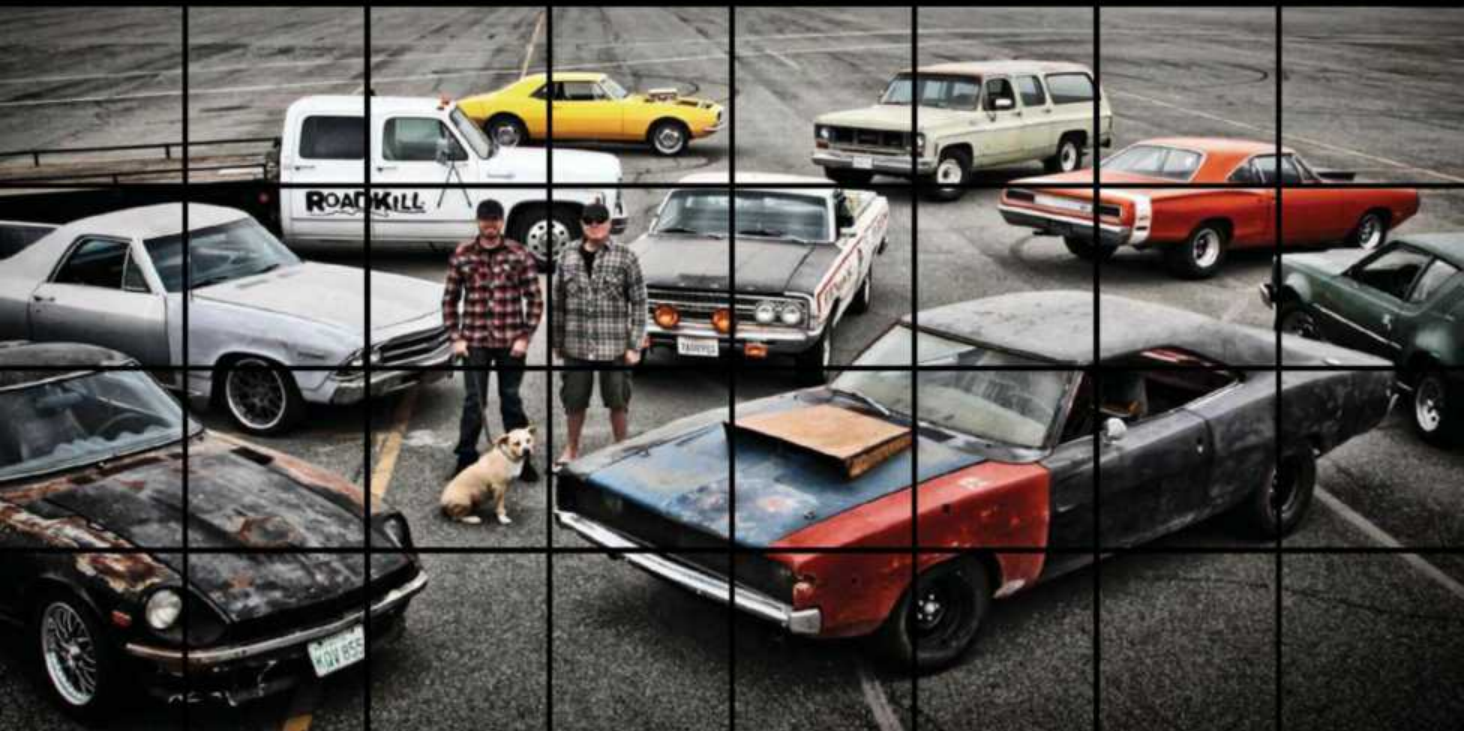


■ Brake Upgrade Kit

Classic Performance Products has put together a complete disc/drum brake upgrade system for Chevelles, Camaros, and Novas. These kits come with the vacuum brake booster, master cylinder, proportioning valve, front rotors, loaded calipers, bearings, seals, front hoses, spindles, brackets, dust shields, rear brake shoe assemblies, and rear drums. Options include choice of 9- or 11-inch booster, plain or drilled rotors, and rubber or stainless brake hoses. Information: Classic Performance Products, 888/522-8306, classicperform.com. **MCA**

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The Artist

■ Can you spot the artist in this picture? He's the one creating a beautiful painting.

There's a point I'd like to hammer home in these Last Page columns, and that is that the restorer is an unsung hero and an artist. The restorer sees the distressed clunker as what it could be, and braves domestic disapproval, budgetary restrictions, neighborhood naysayers, and other negatives to rescue an unsightly, non-functional collection of faded, broken, mismatched parts, all in pursuit of some distant vision of muscle car glory.

He spends too much time and money and turns his garage into a warehouse of shelves full of odd parts. The restorer keeps on task, bit by bit, one system at a time, returning thousands of rusty, junky parts into fresh, perfectly-working, show-ready parts.

Paint is the big turning point. Then comes final assembly when it all comes together like a fine symphony. At last it is ready for the big rollout. With glossy paint, colorful graphics, new tires, and shiny wheels, there's no denying the restored muscle car, formerly an object of contempt and ridicule, is now a thing of beauty. Neighbors still talk about it, but no longer do they shake their heads over the piece of unrestorable junk ol' crazy Joe down the street dragged home. Conversations now revolve around admiration.

Now they talk about how good the exhaust sounds, how great the car looks, and how they used to know a guy who had one just like it way back when.

I've heard people speak of those with mechanical skills as grease monkeys and knuckle draggers, as if they're some lower form of life. Those kinds of putdowns are grotesque. I once worked with a skinny bass player who did not get car people. He wasn't really mean about it, but one day he attempted to vent his frustration by mocking the way car guys speak, muttering "quad carb cam double roller lifters" or something like that. He so mangled the thought that I couldn't help but laugh. Fancying yourself better than car people (or any people for that matter, but especially restorers) couldn't be more wrong.

When people see that restored muscle car, they can't help but react. To older guys like me, the sight instantly takes us back to the years when those kinds of cars were everywhere, when cruising your hometown was the social network, when

drive-ins like Dog 'n Suds and Peter's and the Totem Pole and the Humdinger were our gathering points. I remember the intense discussions about whose car was faster and the drama of going out to the deserted road to prove it. I remember the culture of the speed shop, sitting on the stools shaped like Monroe shocks and pumping the guy behind the counter for intel about who was running what, and scraping together money to buy that next part in search of ever more horsepower. I remember the joy of winning and the disappointment of losing. I remember the thrill of bringing my new car home, the hot summer nights in the driveway working on the beast, and the melancholy of having to sell it. All that just from looking at someone else's car.

That's because the restored car is more than just nuts and bolts, iron and steel. It is art, and art has the power to reach you, to touch you deeply, to transport you to a different time and place. Art has the power to bypass your defensive, desensitized self and go right into your heart

where your feelings live.

The restorer is a true artist. He took a blank page and wrote a beautiful song. He took blank canvas and painted a masterpiece. He took scrap iron and turned it into a valuable collector's prize. He took a dying hulk and gave it new life. It's a high calling.

You may not realize it as you drive the beast down the street. You're too busy watching the tach, monitoring the oil pressure gauge, checking your position in the lane, and glancing in your mirrors. But if you had a magic lens that could pick up emotion and private thoughts, you'd probably be amazed at the powerful emotional impact your car has as you roll by.

Deep down, that's really why you own it, isn't it? Yes, it speaks to you. It satisfies something in your soul. But beyond that, nothing is much fun to own if you can't share it with others. Consider the impact your restored muscle car has on others. It is an impact that transcends the merely mechanical. It is the impact of art and art alone.

I'll leave you with this: Edgar Degas, the celebrated French painter, said, "Art is not what you see; it's what you make others see."

You don't have to have a beret and an easel to be an artist. A bead blaster and socket set also qualify. **MCS**

"You'd be amazed at the powerful emotional impact your car has as you roll by"

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